

# City of Sacramento Transportation Priorities Plan Phase 1 Community Engagement Summary

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**SACRAMENTO**  
TRANSPORTATION PRIORITIES PLAN





## Executive Summary

Funding for transportation projects almost exclusively come from state and federal grant funds, gas taxes, or countywide transportation sales taxes. Unfortunately, these funding sources cannot fund all of Sacramento’s transportation needs.

**The Transportation Priorities Plan will identify which transportation improvements the City should prioritize.**

In this phase of the development of the Transportation Priorities Plan, the City engaged communities to hear about their transportation values and to gather feedback on recommendations.

This community engagement was conducted from April 15 through July 15<sup>th</sup>, 2021, and focused on Transportation Values and included:

- Virtual Gathering Series
- Priorities Road Show
- Youth Engagement “On Our Streets”
- Community Survey

Each are highlighted in this executive summary.

### Virtual Gathering Series Summary

In April and May of 2021, the City of Sacramento hosted a virtual gathering series to introduce the Plan and gather community feedback. The gatherings took place on Wednesday, April 28 and Thursday, May 6 through Zoom due to Sacramento County regulations regarding the COVID-19 pandemic. Approximately 141 community members participated.

Staff presented the plan background and shared information about the community survey.

Attendees expressed a need for:

- Calmed traffic
- Improved connectivity
- Improved safety
- More bikeways

Community members were also asked what they would like to see improved in Sacramento. Popular improvements to transportation included calmed traffic, improved connectivity, improved safety, and more bikeways.

**The City estimates it would cost \$5 billion to build all the transportation projects identified in plans created over the last 20 years.**

**However, the City only has about \$42 million (including grants) each year to make this happen.**

**It would take more than 100 years to build what we currently have planned.**

**This Plan will identify priority investments.**



### Priorities Road Show

City staff understood that in addition to holding community Virtual Gathering meetings, it is vital to go to communities at meetings already being held. The Priorities Road Show involved City Staff taking the Virtual Gathering Series to communities, rather than the communities having to come to a City meeting.

To help with an equitable outcome, staff tracked the online survey responses by zip code and focused the Priorities Road Show in neighborhoods with lower numbers of surveys submitted. The majority of these neighborhoods are Black, Latino, and Asian, and are lower income.

Staff contacted over 70 organizations in areas where online survey responses were low and asked if there was an upcoming meeting that staff could attend or if not, could they distribute information on the planning effort and the survey to its members. Of those 70 organizations, 37 were able to support the effort and staff presented to many of these organizations and their members.

In the conversations with the groups and the meetings staff attended, the following summarizes input received:

- Equity should not be a value that is decided by community vote but should be a standard City value.
- Community members felt that equity should also include consideration for gender equity because women have different safety considerations when traveling through communities and certain elements in the built environment, such as street lighting or separated bikeways, can influence a woman's decision to walk or bicycle rather than drive.
- Community members do not want to discuss values but instead want to see sidewalks installed where there are none, more controlled crosswalks so they can reach destinations, more trees to shade sidewalks, and potholes fixed so cars are not damaged.
- Community members felt they have told the City what they need and want, but they do not see that transportation infrastructure getting built.
- Residents had questions about general City processes such as:
  - What is the process for a transportation improvement from idea to construction?
  - Who should the community call with concerns/comments?
  - It's not clear that the City, Regional Transit, and the school districts are separate entities. How are they separate? And more importantly, how do all three work together?

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In the Priorities Road Show conversations, staff heard:

- Equity should not be decided by community vote but should be a standard City value.
  - Equity should include consideration for gender.
  - Communities have told the City what they want, they do not want to discuss values, they want projects constructed.
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### Youth Engagement “On Our Streets”

To involve the younger generation in a conversation about transportation in Sacramento, the project team developed and implemented a two-month long creative youth engagement program entitled “On Our Streets.” The program provided a platform for youth in Sacramento to share a story of their experience traveling around their neighborhood and the city through photos, videos, artwork, poetry, short stories, or other creative formats.

A total of 20 youth participated in the program and sent in submissions. When asked, “What makes a good street?” participating youth responded with:

- Have a smooth road to do something on.
- A good street allows any form of transportation move quickly and efficiently.
- What makes a good street are the people that live within that street and the community that revolve around that street.
- The thing that makes a good street is where everyone is patient.
- I like the fact that people hang outside a lot I think it's fun.
- What makes a street good is that it saves time, but it is a good and safe way to get around. Also, that there is not too much traffic or activity. It should be visually appealing not just rocks and dirt beside you.
- Complete street: cars, bikes, pedestrians all are comfortable.
- No potholes.

On Our Streets youth submission by Marwa S. sharing the story of traveling around their neighborhood.





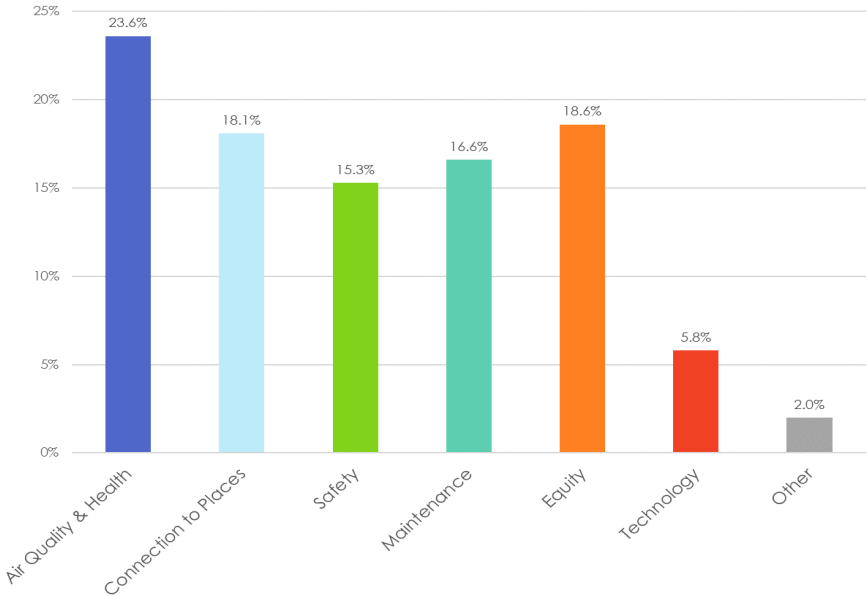
### Community Survey

The purpose of the community survey was to gather input on community values around transportation. Those values that receive the most votes will be those used to evaluate transportation projects for priority investments.

The survey was available online and in a modified paper format. Both versions offered the survey in Chinese, English, Hmong, Spanish, and Vietnamese. A total of 962 responses were received with 845 online responses and 117 paper responses. Areas where Sacramento’s Black, Latino, and Asian residents live and locations with higher concentrations of poverty had lower response rates than more affluent and white neighborhoods. An analysis of responses by race, income, and zip code found no significant difference in responses.

The transportation values most supported by the survey respondents include, listed in order of importance from most important:

- 1. Air Quality and Health
- 2. Equity
- 3. Connections to Places
- 4. Maintenance
- 5. Safety
- 6. Technology



Those who took the survey could also write in their own values. The most common write in topics included increased traffic enforcement, expanded and improved transit, and improved biking.





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## Introduction

Funding for transportation projects almost exclusively come from state and federal grant funds, gas taxes, or countywide transportation sales taxes. Unfortunately, these funding sources cannot fund all of Sacramento's transportation needs. The City estimates it needs about \$5 billion to build all the transportation projects identified in plans created over the last 20 years. However, the City only has about \$42 million (including grants) each year to make this happen. It would take more than 100 years to build what we currently have planned.

The Transportation Priorities Plan will identify which transportation improvements the City should prioritize. In this phase of the development of the Transportation Priorities Plan, the City engaged communities to hear about their transportation values and to gather feedback on recommendations.

This community engagement was conducted from April 15 through July 15<sup>th</sup> and focused on Transportation Values and included:

- Virtual Gathering Series
- Priorities Road Show
- Youth Engagement "On Our Streets"
- Community Survey

This memo summarizes the Phase 1 of engagement conducted from April 15 through July 15<sup>th</sup> and focused on Transportation Values. Phase 1 included:

- Virtual Gathering Series
- Priorities Road Show
- Youth Engagement "On Our Streets"
- Community Survey

Each are described in this memo.



What transportation improvements  
in Sacramento will be prioritized?



# Virtual Gathering Series Summary

In April and May of 2021, the City of Sacramento hosted a virtual gathering series to introduce the Transportation Priorities Plan and obtain community feedback. The virtual gatherings took place on Wednesday, April 28 and Thursday, May 6 virtually through Zoom due to Sacramento County regulations regarding the COVID-19 pandemic. Approximately 86 community members attended the April gathering and 55 attended in the May gathering, for a total of 141 community participants.

## Virtual Gathering Purpose & Format

The virtual gatherings provided participants with an introduction to the Transportation Priorities Plan, an understanding of potential “priorities,” an overview of the project schedule, and an opportunity to ask questions and discuss the information shared during the meeting. Following a presentation, the project team facilitated a large group discussion where participants asked questions and provided input through the virtual “chat box” or by verbally asking their questions.

## Public Awareness & Notification

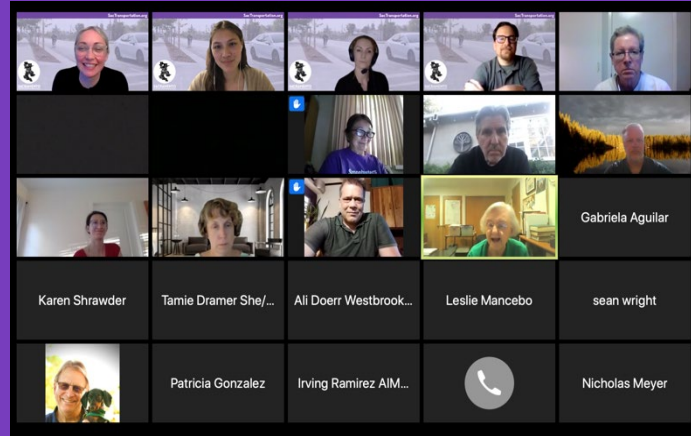
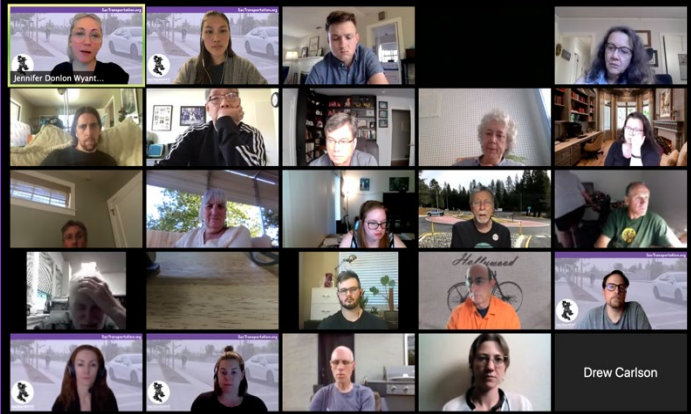
Following is a summary of the notification efforts and strategies the project team implemented to build awareness about the Transportation Priorities Plan and notify community members about the virtual gathering series.

### Project Website

The City of Sacramento hosts an informational website on the City’s official site, focused on the Transportation Priorities Plan. The project website included graphics and links to sign up for the virtual gathering series, along with information about the meetings.

### Direct Calls and Emails

The project team reached out to more than 100 stakeholder groups representing active transportation and mobility advocates, business interests, disadvantaged communities, persons with disabilities, the elderly community, environmental groups and public health organizations, schools, public transit, and neighborhood associations in Sacramento. Through personal phone calls and emails, the project team notified these groups about the upcoming meetings and requested them to share the information to their organization through email newsletters, social media posts, website updates, or other communication links.



Community members participating in the virtual gathering series through Zoom.

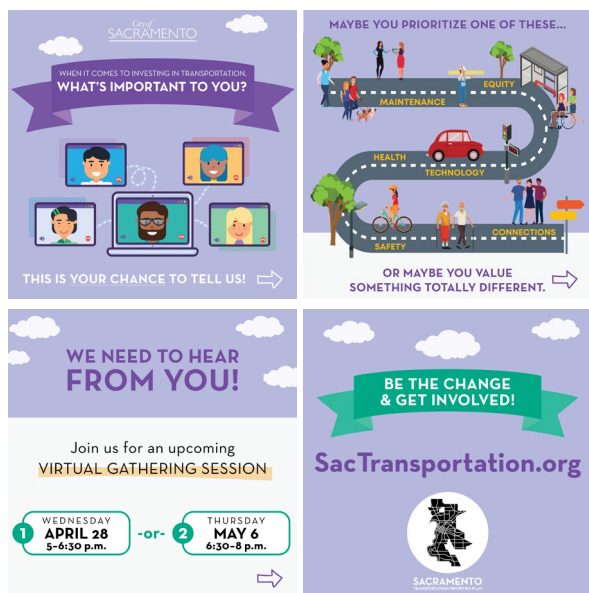




# SACRAMENTO

## TRANSPORTATION PRIORITIES PLAN

Phase 1 Community Engagement • Summary



Social Media advertising the Virtual Gatherings

The following groups shared information:

1. Asian Resources
2. Black Child Legacy
3. City Council District 2
4. City Council District 3
5. City Council District 5
6. City Council District 6
7. City Council District 8
8. Colonial Village Neighborhood Association
9. Community Partners Advocate of Little Saigon Sacramento (CPALSS)
10. Del Paso Boulevard Partnership
11. Environmental Council of Sacramento
12. Greater Broadway Partnership
13. House Sacramento
14. La Familia Counseling Center
15. Midtown Association
16. Natomas JIBE
17. Oak Park Neighborhood Association
18. Power Inn Alliance
19. Sacramento Area Bicycling Advocates (SABA)
20. Sacramento Black Chamber of Commerce
21. Sacramento Hispanic Chamber of Commerce
22. Sacramento Housing and Redevelopment Agency (SHRA)
23. Sacramento Metro Chamber of Commerce
24. Sacramento Rainbow Chamber of Commerce
25. South Oak Park Neighborhood Association
26. Southeast Village Neighborhood Association
27. Stockton Boulevard Partnership

### Email Blast

The City distributed an e-mail notification to 2,049 community members and one reminder to a database of 2,186 community members who have signed up for the city's newsletter.

### City Express Blog Post

The City published a City Express blog post on April 22, 2021 with information about the plan and the virtual gatherings.

### Social Media

Additionally, targeted social media advertisements were posted prior to the virtual gathering series and reached 12,705 community members.



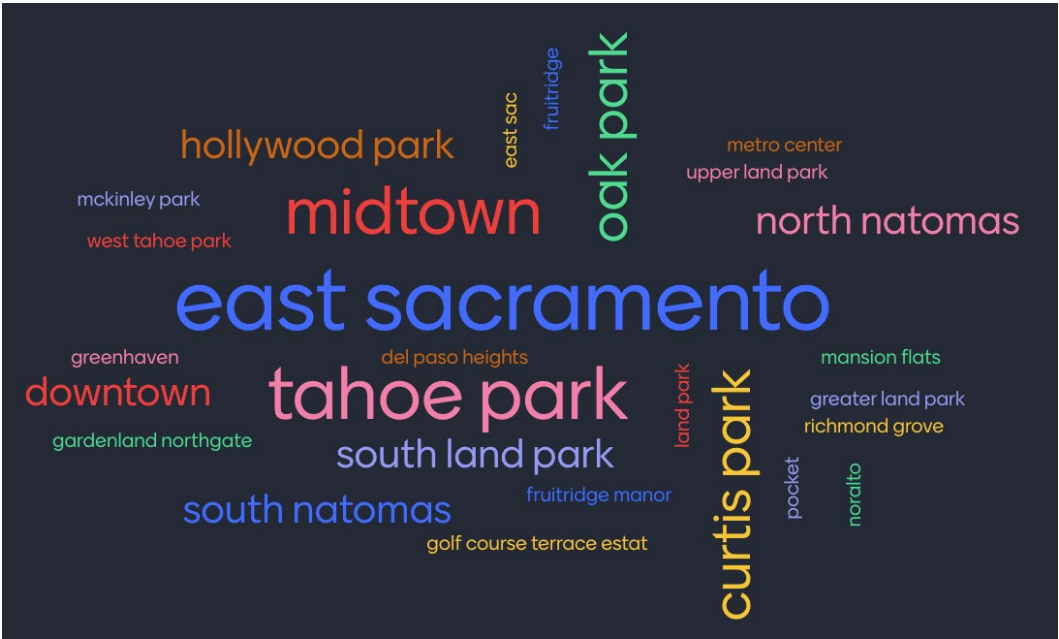
## Meeting Summary

### Group Icebreaker

At the beginning of each virtual gathering, the project team facilitated a short icebreaker activity through Mentimeter, a tool which allows for real-time input, to hear from community members about which neighborhoods they live in, what they love about Sacramento, and their thoughts around key areas for improving transportation and mobility in Sacramento.

Responses from each virtual gathering group are shown below and organized by question.

Which neighborhood do you live in?



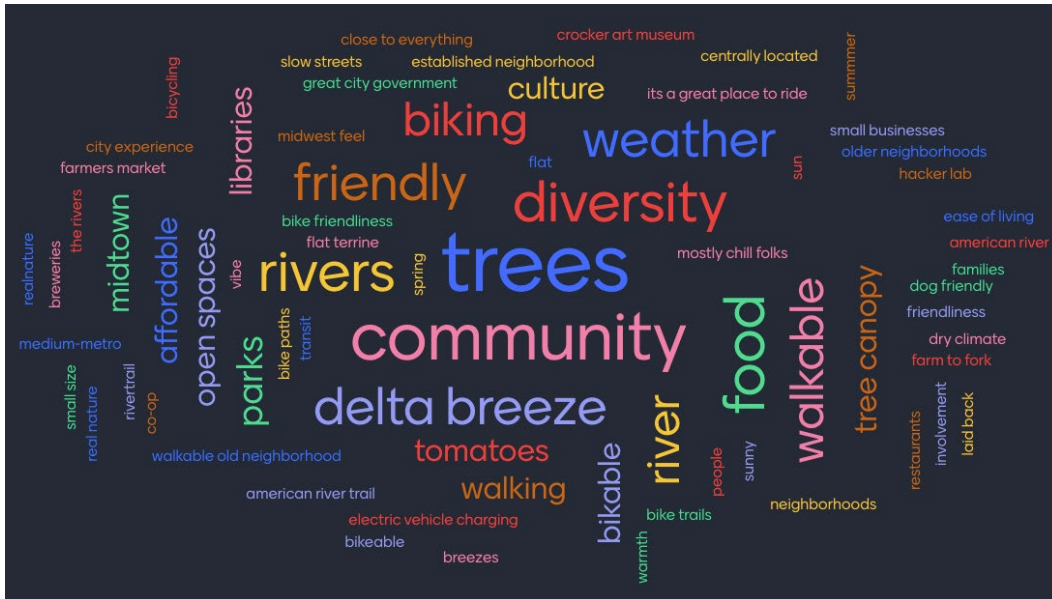
Gathering #1



Gathering #2



## What do you love about Sacramento?



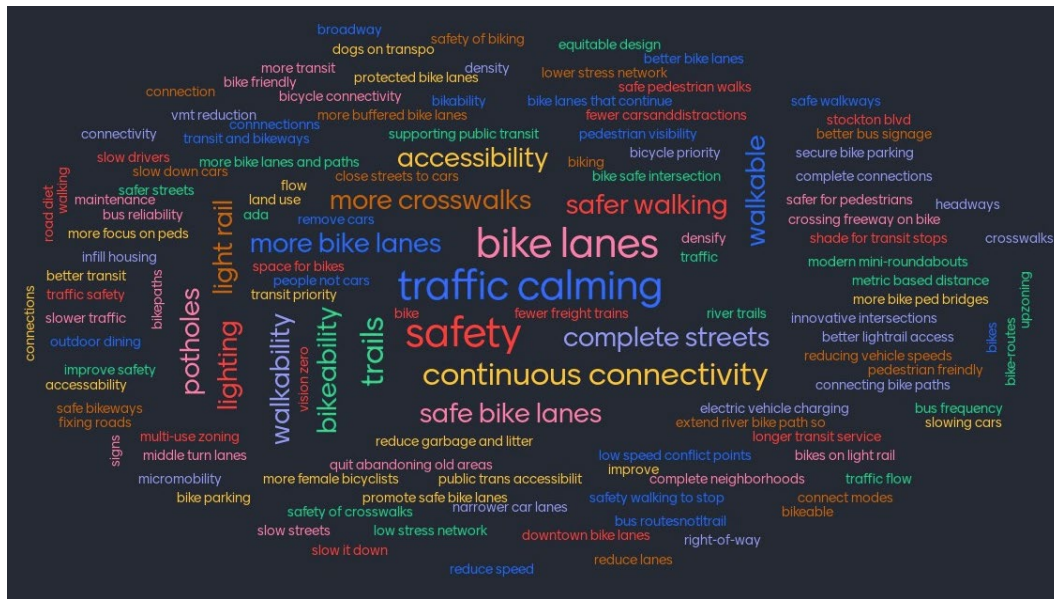
## Gathering #1



## Gathering #2



## What are key areas for improving transportation and mobility in Sacramento?



## Gathering #1



## Gathering #2



### Potential Priorities

To help community members begin thinking about what their priorities could be for the city's transportation system, the project team shared potential priorities. These priorities were developed based on City Council's Guidelines for Transportation Funding Opportunities Resolution 2019-0475 as well as what staff hear from communities. The potential priorities were also reviewed by the Community Consulting team consisting of residents from marginalized communities and transportation equity advocates. The potential priorities included:

- **Air quality and Health:** Prioritizing air quality and health would mean prioritizing projects that encourage walking, biking, and electric vehicles such as sidewalks, crosswalks, bike lanes, access to transit, or electric vehicle charging stations.
- **Connections to Places:** Prioritizing connections to places would mean prioritizing projects that make it easier to reach schools, parks, libraries, community centers, local shops, jobs, and other places and include sidewalks, crosswalks, bikeways, bridges and street improvements.
- **Equity:** Prioritizing equity would mean improving transportation conditions in communities that have not seen investment historically, lack basic infrastructure, or are low-income communities of color.
- **Maintenance:** Prioritizing maintenance would mean fixing potholes, repaving streets and walking/biking paths, and adding curb ramps at crosswalks.
- **Safety:** Prioritizing safety would mean prioritizing improvements where the most serious and deadly collisions occur and could include signs, pavement striping, crosswalks, bike lanes, traffic signals, pedestrian signals, or speed and lane reductions.
- **Technology:** Prioritizing technology would mean upgrading traffic signals and signal operation and adding pedestrian signals and other safety equipment.

### Community Input

During the virtual community gatherings and the Priorities Road Show, community members were provided with opportunities to ask questions and provide their informed input. A summary of all the questions and feedback obtained is below, organized by topic.

#### Project background / process

- What are the city's current "priorities"? Is there a list?
- Is this related to the Transportation Programming Guide?
- Does the City already have some existing priorities that these will be modifying?
- It seems to me that the process is more project-driven than policy driven. Is there an overarching set of transportation policy that are already defined by Council?
- How important is "data" in determining priorities?
- Are the Prioritization of Transportation Needs final results weighted by population/density of neighborhoods? i.e. even if a more-populated neighborhood has less completed surveys than a less-populated area, will their results be weighted to reflect its larger population?
- The idea of a 15-minute neighborhood is something the city is interested in. How does that idea overlay/intersect with the prioritization process you are presenting?
- While you continually say that you are going to respond to our priorities, what if people ask for more roads and which creates more congestion and allows more speeding. At times, the City DOES know better than its residents, so how to manage that tension between what some people want and what's best for the whole city/community?
- Does the City have an existing Policy to evaluate roundabouts as an alternative in addition to signals or stop signs?





### Access and connections to places

- If people have the opportunity to travel by other means than automobiles, they will use the other means.
- If you make bicycling and walking and transit more usable, people will choose not to drive.
- Safe bicycling from Oak Park and other less-privileged neighborhoods to downtown is a priority for me (i.e. connectivity!)
- We should be able to walk or bike throughout all of Sacramento and not have to drive somewhere, park, and then get the bike or people out to bike or walk.
- Will we be increasing crosswalks to mirror walking patterns better? I walk to the Bel Air on Fruitridge a lot, but it's discouraging to go to add a couple of blocks to cross at Fruitridge and 62nd Street rather than having a crosswalk at the corner of 61st Street across the street. This happens on Stockton Boulevard a lot, too.
- What is the potential to grow Slow Active Streets that address many of the values? Seems like it could be a low-cost way to provide safe connections to the better facilities like bike paths.

### Equity

- Sacramento keeps focusing on new areas over established areas. When they do focus on established areas, such as Oak Park, gentrification happens, and the established residents and their transportation needs are ignored. Will this priority survey touch on this?
- How will the Sacramento Environmental Justice Collaborative Governance Committee be included as a working group in these priorities?
- How will projects be implemented in regard to new versus established areas, I live in South Natomas and used Oak Park as an example. Look at North Natomas and South Natomas and see the difference

### Safety

- Does 'safety' include reduction of crime? So that walking is safer?
- People might be more inclined to walk rather than drive if perceived as safe to do so.
- Have consequences related to life loss, reduced economic growth, etc. been evaluated for different projects? What is the consequence for not doing some of the 700 projects?
- How current is the High Injury Network? Does it reflect safety needs which have emerged since 2015?
- There have been several random assaults in my area and nearby areas in broad-day light, one involving a child on Freeport Boulevard and another involving a woman near W/V Streets – that's the reason I'm feeling less comfortable walking around. I would choose to drive to be safer. Also keeping the area clean is important – people are less likely to want to get out and walk if there's litter and garbage everywhere.
- Caltrans hasn't deviated from safety being it's #1 priority, even though equity is also super high. Won't it be bad press for the city to deviate from safety being #1?
- I've heard parking fees inhibit City transportation projects because of reluctance to make changes that might result in less revenue collected.
- Gas taxes have been decreasing. Could we develop other funding sources?
- Has there been talk about educating bicyclists and motorists about rights and responsibilities? All this talk about infrastructure is great but if people do not have a clear understanding of the Rules of



the Road, including their and motorists responsibilities, collisions are bound to happen and people will not 'feel' safe when riding.

- Safety can also mean slowing traffic and slowing volume to make streets safer to vulnerable road users.
- Traffic light synchronization is cost effective and also improves safety.

### Maintenance

- I was surprised that sidewalks have no repair funding just grants.

### Bicycle infrastructure

- Where are the dedicated bike lanes like we have freeways that do not permit bikes or pedestrians. Where is the reciprocal to the freeway for bikes.
- Are separated bikeways with a barrier too expensive to put in?
- It's interesting that we're still talking about the bikeways and the bike plans. I used to be on the Bikeway Task Force a way a long time ago.
- Let's fund bike lanes as we fund automobile lanes.
- Has the question been asked about repainting bike lane demarcations, pedestrian crosswalks, limit lines, etc.? Also, did the project team give feedback on Protected Bike Lanes and enforcement thereof? Often I observe people riding against traffic in these so-called Protected Bike Lanes.
- Great point about what I call the "one-off bike route"....one block off the main arterial. Much more pleasant and safe!
- As Walk San Francisco documented in "Getting to the Curb," a guide it released last November, early protected bike lane designs had specific problems, such as buffers that are too narrow for people in wheelchairs. They now have to cross "...a lane of bike traffic and a greater distance to get to the curb," added Medeiros, showing a bike lane configured as the one seen in the lead image. "There's just no accessible way to reach the curb...this [configuration] is frequent."
- Paint does NOT create a barrier that magically repels cars! Nor do the ridiculous plastic bollards on Franklin Boulevard.
- If a vehicle can park in a bike lane, it isn't a bike lane.
- Create dedicated bike streets and separate cars and bikes and pedestrians.
- I'm not thrilled with the paint and bollards on Florin Road at Riverside!

### Congestion

- Is congestion (hours of vehicle delay) a performance measure for "mobility?" What other "measures" does the city use or value?
- Mode shift to walk and bike reduces congestion.
- How will the city work to reduce traffic congestion? It's nice to move toward electric vehicles to improve air quality and reduce climate change, but they do not address traffic congestion.
- Is the City considering congestion pricing to deal with the rise in congestion you are talking about?

### Other priorities

- How does "Livability" figure into Prioritization of Transportation Needs, Projects, etc.? The city's recent "L" survey did not include questions about traffic safety issues (e.g. speed, aggressive driving, crossing width, etc.)



- We need to prioritize people over automobiles in the transportation department.
- How will the recommendations from the Mayors' Climate Commission be used in this project?
- Will this effort impact and improve the Electrify Sacramento effort? Will improve the electric vehicle charging network? Will there be efforts towards electric busses or trolleys?
- A value I'd like to see reflected in the priorities plan is a broader set of stats and performance measures beyond those focused on automobile traffic and volume. I'd like to know how our transportation system performs from the perspective of more transportation modes and how it performs in ways relevant to performance objectives for other modes. For example, congestion happens on transit at peak times or stations, and I experience congestion at some bike racks that are surrounded by scooters and I can't access the bike rack when I arrive to park. (FedEx store at Sutterville and Freeport...)
- New study from MIT creating a model that predicts project impacts on pedestrians. Fantastic! <https://usa.streetsblog.org/2021/04/26/new-traffic-model-predicts-how-changes-affect-walkers/>
- The bike and walking paths in my neighborhood are covered with dog waste.
- Don't forget the shade trees, they encourage biking and walking.

### Funding

- What is the City going to do about the transportation Revenue stream or lack thereof?
- How does the City's investigation of other state capitols and how they fund transportation tie into this?
- I understand the Capital City tax exempt ya-ti-da but with \$5B backlog it seems like a waste of time to be discussing the crumbs when we need to make the transportation pie much bigger. What new revenue stream can council come up with so that we are not just digging the maintenance hole deeper every year???
- How does this priorities plan integrate with SACOG's priorities? I believe they distribute federal funding to local agencies.
- Do parking meter fees and other fees charged to those driving cars on our streets fund transportation projects? Does this transportation plan include considering proposals like increasing car-use fees like parking or tolls to fund projects that encourage biking and walking, like traffic calming?
- How do we get EV's to contribute to the road funding?
- Does Sacramento collect traffic impact fees?
- Transportation should be regarded as a utility that is paid for by all.
- Nobody looks at long term maintenance costs.
- Stephanie Parent: Santa Monica has an award winning blue bus system. They have good ridership and funding - are there other cities that are doing that? How can we do that?
- I would guess Santa Monica has a higher density and property value revenue stream than Sacramento...more money.
- Prop 13 makes local funding quite difficult, hence the money from elsewhere.
- Ok, so I'm going to just say it: if Prop 13 is hamstringing funding for maintenance and transit (and given the failure of Prop 15 last year), then I'm just going to say it: we're hosed. Things are just going to get worse, not better. I hate to be the "wet blanket" here, but that's just a fact. If we can't make the funding pot bigger, then things are just going to get progressively worse.
- The limited budget is the problem. You need to figure out how to make a limited budget not so limited. The over reliance on grants seems to be a problem. Not the only problem of course, but a problem.



- What percentage of “transportation resources” are budgeted and expended on the different “programs” (e.g. safety, mobility, traffic calming, maintenance, operation of signals, capital funding, etc.)?
- I’ve been at this off & on since I moved here almost 14 years ago. I’ve heard the same phrase “funding sources need to be identified” in different variations the entire time. One thing I can say unequivocally is that nothing has changed.

### Project implementation

- Has the city adopted a “performance-based” approach (using measures, indicators and practical goals) to identify the “best” way to invest resources?
- Why can’t the city move forward with fixing the high injury network locations mentioned before?
- Along Stockton Boulevard there is city on one side of the street and county on the other side of the street. How will the city ensure improvements to this type of area given the mixed oversight? I’m looking for something more than we will or may coordinate.
- Will Projects be prioritized differently based on areas of the City (i.e. Natomas vs. downtown) as they may have differing priorities?
- Has the City evaluated Bicycle Level of Traffic Stress (LTS)? Is this something that can be utilized to prioritize project locations in this Plan?

### Transit

- Isn’t there some transit infrastructure that needs to be directly considered by the City.
- Yes, more buses, not more light rail. Buses are more flexible. And more safe crossings for pedestrians and routes for bicyclists.
- It shouldn’t take an hour to go 7 miles to work via bus when driving takes 10 minutes. Buses need to have realistic schedules if folks are to use them.
- Electric vehicles don’t address economic equity. Lower income folks can’t afford EVs; we need affordable accessible public transportation, and not just limited to the downtown area but throughout the region.
- Light rail doesn’t have the flexibility of buses. There are areas in the city with no public transit and where Uber and Lyft drivers won’t take people who need to work.
- We need to prioritize public transit over single occupancy vehicles.
- It would be awesome to have an easy way to get the airport, do I address that to Transit?
- Yes, thanks to Uber/Lyft for chasing out SuperShuttle and leaving less competition for service to/from airport...I notice it is now more expensive and rental car companies are raising their prices exorbitantly, too, these days. Trying to ‘congestion price’ post-covid demand for air travel and rental cars.
- For anyone interested in what’s happening with rail and transit here (a lot and it’s great!) sign up for e-newsletter of Sacramento Metro Advocates for Rail and Transit at [www.sactosmart.org](http://www.sactosmart.org).
- I think that asking people on transit in the lower income neighborhoods about their transportation challenges would provide useful information.
- Future generations are being failed because “funding sources need to be identified.”



### Miscellaneous

- Has the Sacramento Active Transportation Commission chimed in? They have representation from each of the Council districts.
- I hope you also find ways to engage seniors. Transportation is a key lifeline and affects their vulnerability.
- New development needs to pay the real costs of their impact on our community.
- Is the transportation department looking at other models of people-transportation worldwide for all our streets?
- Any thoughts on secure bicycle parking structures?
- What happens when we create a 311 item in your app about scooters and e-bikes being left in the middle of the sidewalks and parks for days? If we supply the bike/scooter number does that person have to pay a fine? What is the fine and how much money do you get in fines?
- Has there been a Universal Design Plan presented to learn from the mistakes of our neighboring city?
- Disturbed to not see the city address change for the future, new values, and redesign as the County planning is doing for Fair Oaks Boulevard, Howe to Monroe, and the revisioning of Fulton, Arden, Hurley and El Camino in Arden Arcade.
- Is there any resolve to create a slow and active street designation as a legitimate roadway designation?
- Garbage cans get in the way of bikes. The city wants to pass the 2040 General plan which allows 6 housing units on each lot in Sac. And all the parking will be on the street. How will the electric cars be able to charge their car if they have to park on the street?
- Here in South Natomas there are many four lane streets that are fine for drag racing after 10pm on summer nights. They are that empty. Plenty of room for dedicated bike lanes. Still the problem remains how to cross the river without running the homeless gauntlet.
- Does the city (or Public Works) have an Innovation Program, or can Transportation Advocacy Groups simply submit Pilot Project proposals for Slower AND SAFER Streets without Speed Bumps, Lumps or Humps? Low Cost / High Return on Investment solutions are waiting to be recognized and implemented systemically. Why are we waiting?
- Pre-pandemic I was bike commuting from the South Land Park area to Downtown. I know there was discussion about making the railroad tracks from Meadowview to the Zoo a multi-use path, which would make the commute to downtown a lot safer. What is happening with this project?
- Is there any movement to create a permanent slow and active street designation?
- What about other pilot project proposals? For example: for safety-centric solutions which are not currently part of the city's toolbox
- What studies are done by the city to determine what works and what doesn't work? How many people are really using the bike lane on J street that costs millions of dollars?
- Honestly, most streets in Sacramento city could probably be slow and active streets.
- Whose responsibility is it to convince decision-makers of modern / innovative solutions which are not yet recognized by the city as proven and "best" practices.



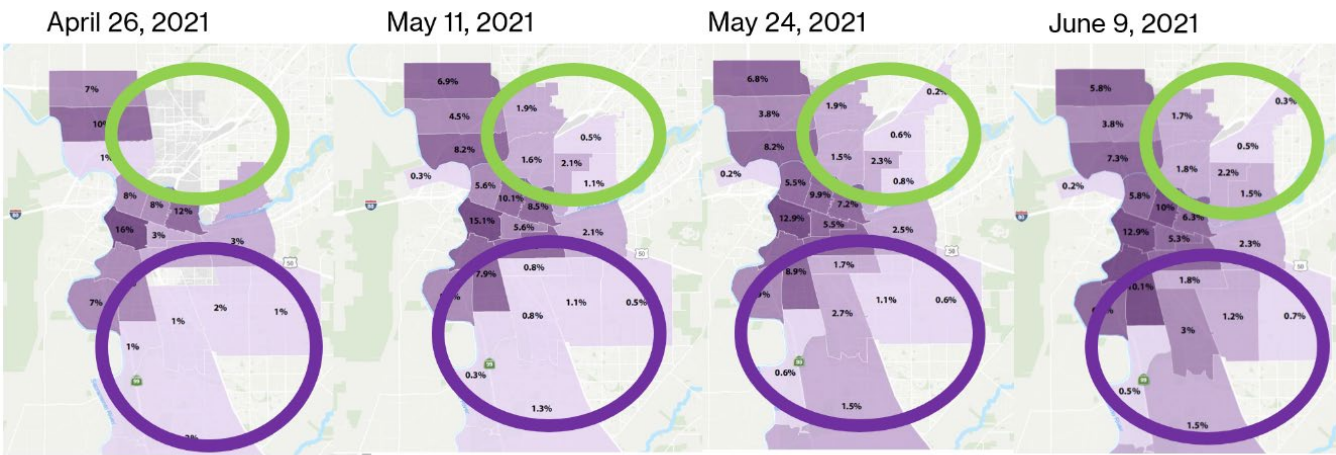


## Priorities Road Show Summary

### Priorities Road Show Purpose & Format

City staff understood that in addition to holding community Virtual Gathering meetings, it is vital to go to communities at meetings already being held. The Priorities Road Show involved City Staff taking the Virtual Gathering Series to communities, rather than the communities having to come to a City meeting.

To help with an equitable outcome, staff tracked the online survey responses by zip code and focused the Priorities Road Show in neighborhoods with lower numbers of surveys submitted. The majority of these neighborhoods are Black, Latino, and Asian, and are lower income.



Survey responses by Zip Code during community engagement

### Community Consultants: Equity Advisory Group

Staff understood that with city community engagement efforts, the City receives less input and feedback from under-resourced communities. To help the City have a more equitable process and an engagement strategy that meets the needs of under-resourced communities, a Community Consultants equity advisory group was formed. The Community Consultants are a team that have and will advise staff on process; terms and language used in outreach and planning; as well as feedback on staff recommendations.

The Community Consultants provided valuable advice throughout Phase 1 of engagement by providing recommended contacts with community organizations and community leaders to help share information about this planning effort.



### Organizations Contacted

Staff contacted over 70 organizations and asked if there was an upcoming meeting that could be attended or if not, could they distribute information on the planning effort and the survey to its members. Of those 70 organizations, 37 were able to support the effort and staff presented to two commissions.

1.	Name of Organization	Attend Meeting or Materials Distributed?
2.	350 Sacramento	City Staff made presentation
3.	Active Transportation Commission (City)	Meeting
4.	AARP	Materials Distributed to Members
5.	Cabrillo Park Neighborhood Association	Meeting
6.	CARES Workforce Recovery Program Providers	Meeting
7.	City College	Meeting
8.	Youth Commission (City)	Meeting
9.	D2 Community Conversations	Meeting
10.	Deerfield/Mesa Grande Neighborhood Association	Meeting
11.	Downtown Sacramento Partnership	Materials Distributed to Members
12.	Edge Water Apartments (SHRA)	Materials Distributed to Members
13.	Fruitridge Community Collaborative	Materials Distributed to Members
14.	Gardenland Northgate Neighborhood Association	Meeting
15.	Golf Course Terrace Neighborhood Association	Meeting
16.	Greenhouse, The	Materials Distributed to Members
17.	Hagginwood Neighborhood Association	Meeting
18.	Hispanic Chamber	Meeting
19.	House Sacramento	Meeting
20.	IRC - International Rescue Committee	
21.	Jibe	Materials Distributed to Members
22.	La Familia	Materials Distributed to Members
23.	Lu Mien Community Services	Materials Distributed to Members
24.	Mack Road Partnership	Materials Distributed to Members
25.	Meadowview Neighborhood Association	Meeting
26.	Natomas Community Association	Materials Distributed to Members
27.	Natomas Garden and Arts Club	Materials Distributed to Members
28.	Natomas Unified School Board Trustees	Materials Distributed to Members
29.	Oak Park Neighborhood Association	Meeting
30.	Power Inn Alliance	Materials Distributed to Members
31.	Red, Black and Green Environmental Justice Coalition	Meeting
32.	Regional Transit	Materials Distributed to Members
33.	Resources for Independent Living	Materials Distributed to Members
34.	Robla Park Community Association	Meeting
35.	Sacramento TMA	Meeting
36.	SHRA Alder Grove (SHRA)	Materials Distributed to Members
37.	South Natomas Improvement Association	Materials Distributed to Members
38.	South Natomas United	Materials Distributed to Members
39.	Stanford Settlement	Materials Distributed to Members



### Community Input

In the conversations with the 39 groups and the meetings staff attended, the following summarizes input received:

- Equity should not be a value that is decided by community vote but should be a standard City value.
- Community members felt that equity should also include consideration for gender equity because women have different safety considerations when traveling through communities and certain elements in the built environment, such as street lighting or separated bikeways, can influence a woman's decision to walk or bicycle rather than drive.
- Community members do not want to discuss values but instead want to see sidewalks installed where there are none, more controlled crosswalks so they can reach destinations, more trees to shade sidewalks, and potholes fixed so cars are not damaged.
- Community members felt they have told the City what they need and want but they do not see that transportation infrastructure getting built.
- Residents had questions about general City processes such as:
  - What is the process for a transportation improvement from idea to construction?
  - Who should the community call with concerns/comments?
  - It's not clear that the City, Regional Transit, and the school districts are separate entities. How are they separate? And more importantly, now do all three work together?



# Youth Engagement

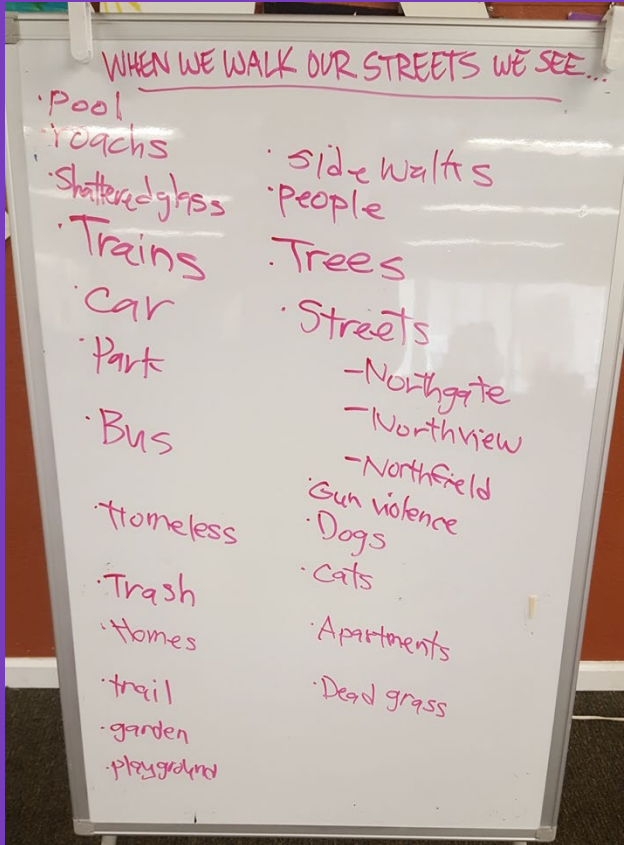
## “On Our Streets” Summary

### Youth Engagement Purpose & Format

To involve the younger generation in a conversation about transportation in Sacramento, the project team developed and implemented a two-month long creative youth engagement program entitled “On Our Streets.” The program provided a platform for youth in Sacramento to share a story of their experience traveling around their neighborhood and the city through photos, videos, artwork, poetry, short stories, or other creative formats.

On Our Streets was designed to begin a discussion among Sacramento youth about how transportation can impact, both negatively and positively, their lives and those of their community. By creating a space for the youth to tell us their story about a street in their neighborhood, participants could help create a mosaic of the functionality and dysfunctionality of transportation infrastructure throughout the City. Each participant’s personal experiences can help to inform the City and project team’s proposed policy expenditures.

On Our Streets aimed to engage youth (defined as middle school, high school, and community college students between the ages of 12 - 20) throughout Sacramento. Priority areas included neighborhoods in under-resourced communities.



During The GreenHouse’s summer youth program, youth participated in an activity where they discussed and wrote down what they see when they walk their streets.





On Our Streets website homepage where participants could learn more and submit their responses.

### Guidance to Youth

Youth were provided guidance and given two months to create a submission that shared their response. Additionally, participants were asked to answer a series of five questions – these were optional.

#### Submission Guidance

*What do all neighborhoods have in common? They all have streets. While a street provides a pathway to get from one place to another, a street can also serve the community in many other ways. Streets connect people but they can also be barriers to connection. A street can also tell you a lot about the neighborhood itself.*

*Consider taking a walk down your street. Is it enjoyable? What do you like about it? What don't you like about it? Where do you go? And how do you get there? These are the things that contribute to the story your street tells, as well as your individual experiences on that street.*

*You may also consider interviewing a friend, family member, or neighbor about your street (please observe safe social distancing while doing so). Then, start to answer the questions below to inspire the story you'd like to tell about your street. Based on your responses, or those you've received from others, share your street story through photos, videos, artwork, poetry, short stories, or other creative formats.*





### Optional Questionnaire

- What is the name of your featured street (example: Del Paso Boulevard, Arden Way)
  - How do you and others use the street? How do you get around? Where do you go? (example: I walk on my street to get to the school bus. My neighbors bike to the bus, so they can get to work.)
  - How busy is the street?
    - Are there people out and about? What are they doing?
    - Are there a lot of people driving on the street? Are they driving fast?
    - Are there sidewalks for people to walk on, and if so, are they big enough?
    - Describe the activity on your street.
  - How has this street changed over time?
  - What has been the best thing to happen on your street? What about the worst?
  - What makes a good street?
- 28.

### Public Awareness & Notification

Below is a summary of the notification efforts and strategies the project team implemented to build awareness about the On Our Streets Program.

#### Project Website

The project team hosted a program website at [www.OnOurStreets.com](http://www.OnOurStreets.com) where participants could easily learn about the program and directly submit their responses.

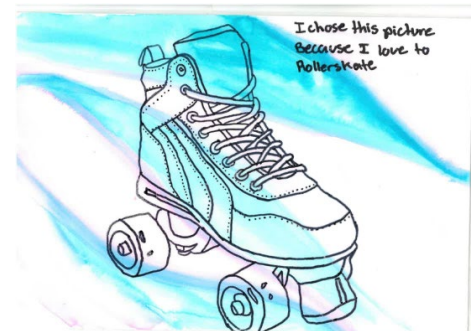
#### Stakeholder Outreach

The project team reached out to more than 60 stakeholder groups to notify them about the program and request that they share the information to their organizations through email newsletters, social media posts, website updates, or other communication links. The following groups shared information:

- 80/Watt District
- Black Child Legacy – Fruitridge and Stockton
- Black Mothers United (Her Health First)
- Boys and Girls Club of Greater Sacramento
- First 5



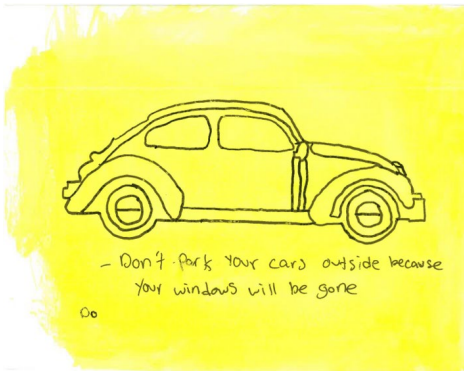
Submission by Jennifer V.



Submission by Itzel L.



Submission by Alex T.



Submission by Jose



Submission by Kiaaja H.

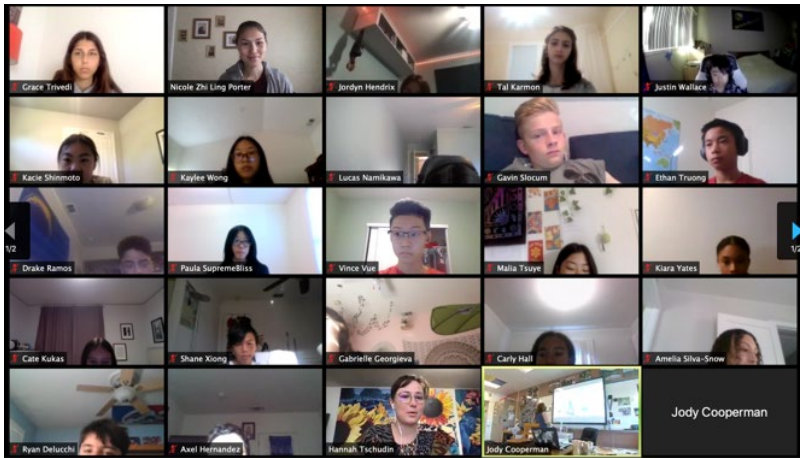


Submission by Sanam O.

- Greater Sacramento Urban League
- Hmong Youth & Parents United
- Improve Your Tomorrow
- Lu-Mien Community Services
- Lao Family Community Development
- Luther Burbank High School
- Natomas Girls Softball
- Riverpark Neighborhood Association
- Sacramento LGBT Community Center
- Sol Collective
- Stanford Settlement
- The GreenHouse
- Voice of the Youth
- WALK Sacramento
- Wind Youth Services
- Youth & Families Collective (through PRO Youth & Families)
- Youth Advisory Council

City staff also made a presentation and discussed with the City's Youth Commission on May 3, 2021.

### Presentation to Youth



The project team also made two presentations to an eighth-grade English class at Sutter Middle School on May 26, 2021 to encourage the students to participate. After a brief presentation, students were able to ask questions about the program and share some of their experiences and ideas.

The team also contacted The GreenHouse, a community-based non-profit organization who works with Sacramento youth located



in the Gardenland Northgate Neighborhood. The GreenHouse agreed to inform their members and host a transportation workshop for their 7th – 9th grade members. During the workshop, youth discussed transportation and created art about their experiences.

Additionally, the City staff presented to the City of Sacramento's Youth Commission on the overall Transportation Priorities Plan effort, the community survey, and the “On Our Streets” creative program.

### Social Media

The project team created an On Our Streets Tik Tok account to share creative 30-second or 60-second video clips to reach youth and encourage them to participate in the program. The videos garnered more than 600 views total.

Additionally, geographically targeted social media advertisements were posted prior to the virtual gathering series and reached 2,667 community members.

### Partnerships with Local Artists

To build awareness and promote the event throughout the community, the project team engaged three local Sacramento artists. Each artist promoted the On Our Streets Program through their social media / communication channels to encourage youth to participate. They each created their own short video clip, which either highlighted a street that is important to them or shared details and a call to action for the program. The three artists included:

- Paul Willis, Hip-Hop Artist
  - Video link: <https://www.youtube.com/watch?v=wL3uJXu7tMw>
- Tamaira Sandifer, Teacher and dancer with Studio T Arts & Entertainment)
  - Video link: <https://www.youtube.com/watch?v=71GPSZNrxxM>
- “Cloudy,” Chianne Rhodes, 2020 Sacramento Youth Poet Laureate
  - Video link: <https://www.youtube.com/watch?v=PSxt3FS3XGU>

### Youth Submissions

A total of 20 youth participated in the program and sent in submissions. They are presented throughout this section.

### Youth Input

Nine participants also answered the optional questionnaire. Their responses are shown below.

#### What is the name of your featured street?

- 34th Street
- Bell Avenue
- Arden Way
- Warner Street
- J Street
- Franklin Boulevard
- Matson Drive





Submission by Ghulam N.



Submission by Saul C.



Submission by Marwa A.



Submission by Emily H.

### How do you and others use the street? How do you get around? Where do you go?

- We use the road to go to and from our house.
- I take this street on my bike every time I go to school.
- Others and I use the street for public transportation and a way of getting around. Sometimes I would bike and go out running around my neighborhood.
- We use the streets when we have something to do like going to your job, have something to pick up or then drop off, and treating yourself. How do we get around is you drive through the neighborhood that's close to Arden and you continue to drive straight then turn right and that's how you enter Arden. We do we go is we go park in front of the building!
- a lot of kids play in our neighborhood and I always walk to and from my family's house to hang out mostly.
- I use this street either walking or on bike from friends houses to home or from school to home.
- I walk, bike and take the bus
- Walk my dog around the block. I like to bike and walk. I bike to the park and to school.

### How busy is the street? Are there people out and about? What are they doing? Are there a lot of people driving on the street? Are they driving fast? Are there sidewalks for people to walk on, and if so, are they big enough?

- No it is not busy. Yes, there are people either walking up and down the street or leaving their house. We do not drive fast, we do not have sidewalk the road is not dig enough. There are either people walking, talking, or driving.

*Figures 13-16: On Our Streets Submissions*

- There are many fast cars because of the highway exit, but there are distinct bike lanes.
- The street is somewhat busy considering that there are apartments near the street. Also, there are occasionally homeless people.
- The streets could be busy sometimes especially when its Black Friday. There could be traffic around the building and nowhere to park.
  - Yes, people could be out and about sometimes. They're sometimes hanging with family, friends, or then their loves ones.



# SACRAMENTO

## TRANSPORTATION PRIORITIES PLAN

Phase 1 Community Engagement • Summary

- Yes, there is a lot of people driving on the streets in front of Arden. No, the speed doesn't go fast because there is lots of cars.
  - Yes, they have sidewalks and if big plenty of space for people and fits a family of 13+ more.
  - The activity on my street is there could be lots of traffic if it's a Black Friday day.
- People are always outside talking to one another. When people drive down the street they normally drive slow.
- Typically there are many people. Either they are going to the ATM, rite aid, the post office (48<sup>th</sup> – 50<sup>th</sup> Streets).
  - Yes, it is a very busy street and people do drive fast.
  - Yes, there are sidewalks, but the one closer to H street could be bigger or when is gets father down the forties.
  - The activity is usually very chaotic, the stop lights aren't very good meaning it's takes too long to switch but not long enough to walk, people drive very fast, they don't always look before turning, some homeless people.
- A lot of cars, especially rush hour. Several drive too fast. Dangerous for bikes.
- Not very busy.
  - Sometimes. They are usually watering their plants or fixing cars.
  - Not really. It's a bumpy road so people drive slow.
  - Yeah, it's big enough.
  - Mostly walking and biking.

### How has this street changed over time?

- There are more potholes.
- This street has started to become much more hectic since the streetlight stopped working.
- The street changed overtime with more population of homeless people settling in the streets and more trash being on the street.
- Since with quarantine have started people has been really bored staying in the house earlier in the middle of 2020 people started to go out and that's when the cars started to fill up the road there has been traffic lots of cars parked in front of the building of Arden also. It's still going on until today and its 2021.
- It hasn't changed that much, but a tree on the sidewalk got knocked down in a storm.
- There are new businesses making more people come in and out, there seems to be an weird amount of homeless people, there have always been a lot of cars.
- Rush hour traffic is much worse, as US Route 99 (parallel) has been getting more congested/slower.
- It's still the same.



Submission by Breza N.



Submission by Makayla F.



Submission by Marwa S.





### What has been the best thing to happen on your street? What about the worst?

- The best thing is they were covered. The worst thing is they are eroding now.
- The best thing was probably when multiple people let me pass even on a green light out of convenience. The worst was probably when a parked car honked at me.
- The best thing that happened on my street was during 4th of July there were fireworks. The worst thing that happened was a fire that occurred and burned down a small area.
- The best thing to have happened on my street is they were lots of cars and security came out and helped us out. The worst is that when there's no security and we're parking our own car people will honk at you for not hurrying up but at the same time the space is really too tiny cause there's lots of cars there.
- The best part is when people have BBQ's outside I love the smell. The bad part is it doesn't happen a lot.
- Best: new business
- Worst: I'm not sure but with how many cars, it's destined for an accident.
- Best thing: ""plein art"" paintings on several buildings. Also, pedestrian flashing warning lights near Gunther's.
- Worst thing: increased rush hour traffic, drivers driving too fast; disobeying traffic lights.
- The best thing is when truck people come clean the street once in a while. The worst is when people do donuts on the street.

### What makes a good street?

- Have a smooth road to do something on.
- A good street allows any form of transportation move quickly and efficiently.
- What makes a good street are the people that live within that street and the community that revolve around that street.
- The thing that makes a good street is where everyone is patient.
- I like the fact that people hang outside a lot I think it's fun.
- What makes a street good is that it saves time, but it is a good and safe way to get around. Also, that there is not too much traffic or activity. It should be visually appealing not just rocks and dirt beside you.
- Complete street: cars, bikes, pedestrians all are comfortable.
- No potholes.



## Community Survey Summary

### Community Survey Purpose and Format

One of the key engagement objectives was to share information about the survey. The purpose of the survey was to gather input on community values around transportation. Those values that receive the most votes will be those used to evaluate transportation projects for priority investments.

The survey was available online and in a modified paper format. Both versions offered the survey in Chinese, English, Hmong, Spanish, and Vietnamese.

The online survey asked participants to prioritize values so that the total points for all values equaled no more than 100%. Participants could assign a number to the provided values or write in their own value. The online prioritization exercise is shown in Figure 1.

The screenshot displays the 'Overall Prioritization' section of the online survey. It features a progress bar at the top showing 9% completion. Below this, a series of sliders are used to allocate points to different transportation priorities. The priorities listed are: Air Quality and Health (0-100%), Connections to Places (0-100%), Equity (0-100%), Maintenance (0-100%), Safety (0-100%), Technology (0-100%), and Other (0-100%). Each priority has a brief description of what it entails. For example, 'Air Quality and Health' includes projects that encourage walking, biking, and electric vehicles. The 'Connections to Places' priority includes projects that make it easier to reach schools, parks, libraries, community centers, local shops, jobs, and other places. The 'Equity' priority includes projects in communities that have not seen investment historically, lack basic infrastructure, or are low-income communities of color. The 'Maintenance' priority includes projects that fix potholes, repave streets and paths, and add curb ramps at crosswalks. The 'Safety' priority includes projects where the most serious and deadly collisions occur. The 'Technology' priority includes projects that upgrade traffic signals and signal operation and add pedestrian signals and other safety equipment. The 'Other' priority is for anything not covered by the other categories. A 'SUBMIT' button is located at the bottom right of the page.

**SACRAMENTO**  
Transportation Priorities Plan

### Overall Prioritization

9%

Use the sliders below to share what's most important to you for transportation in Sacramento. The City has limited funding, so we can't prioritize everything. We have to make hard choices. You can choose from the 6 values described below or write in your own.

**Your submission here will inform how the City prioritizes projects and what gets funding in the near future.** If you prioritize maintenance, for example, the City may have less money for technology improvements. If you prioritize air quality and health, the City will build those projects sooner rather than later.

*Please note that Regional Transit – not the City of Sacramento – operates buses and light rail in the City. Regional Transit has its own budget, which is why transit service is not offered as a value here. To share your thoughts with Regional Transit, please visit: <http://www.sacrt.com/customerfeedback/>*

- Air Quality and Health 0-100%** 9%  
Prioritizing air quality and health would mean prioritizing projects that encourage walking, biking, and electric vehicles such as sidewalks, crosswalks, bike lanes, access to transit, or electric vehicle charging stations.
- Connections to Places 0-100%** 0%  
Prioritizing connections to places would mean prioritizing projects that make it easier to reach schools, parks, libraries, community centers, local shops, jobs, and other places and include sidewalks, crosswalks, bikeways, bridges and street improvements.
- Equity 0-100%** 0%  
Prioritizing equity would mean improving transportation conditions in communities that have not seen investment historically, lack basic infrastructure, or are low-income communities of color. This could include sidewalks, crosswalks, bikeways, maintenance, new pavement, or improved connections to buses and trains.
- Maintenance 0-100%** 0%  
Prioritizing maintenance would mean fixing potholes, repaving streets and walking/biking paths, and adding curb ramps at crosswalks.
- Safety 0-100%** 0%  
Prioritizing safety would mean prioritizing improvements where the most serious and deadly collisions occur and could include signs, pavement striping, crosswalks, bike lanes, traffic signals, pedestrian signals, or speed and lane reductions.
- Technology 0-100%** 0%  
Prioritizing technology would mean upgrading traffic signals and signal operation and adding pedestrian signals and other safety equipment.
- Other 0-100%** 0%  
Something we missed?

**You have chosen not to prioritize any one value. You are recommending the City prioritize...**

- Air quality and health: projects that encourage walking, biking, and electric vehicles.

**And spend less on:**

- Connections to places: projects that make it easier to reach schools, parks, libraries, community centers, local shops, jobs, and other places.
- Equity: projects in communities that have not seen investment historically, lack basic infrastructure, or are low-income communities of color.
- Maintenance: projects that fix potholes, repave streets and paths, and add curb ramps at crosswalks.
- Safety: projects where the most serious and deadly collisions occur.
- Technology: projects that upgrade traffic signals and signal operation and add pedestrian signals and other safety equipment.

Please be sure your priorities add to 100% before submitting your values.

**SUBMIT**

Online Survey Prioritization Page



The paper survey was important because internet access is not universal nor is everyone comfortable using the internet. Distributing paper surveys during the COVID-19 pandemic was challenging. Groups were not meeting in person, events were not being held, and community centers were not open. Community partners including the Sacramento Library, Regional Transit and the Stanford Settlement all agreed to host paper surveys and ballot boxes.

### Libraries

1. Colonial Heights
2. Del Paso Heights
3. Martin Luther King Jr.
4. North Natomas
5. North Sacramento- Hagginwood
6. Robbie Waters Pocket-Greenhaven
7. South Natomas
8. Southgate
9. Valley Hi-North Laguna

### Partner Locations

1. RT Customer Service Center
2. Stanford Settlement

## Public Awareness and Notification

The project team used the City Express blog and social media to promote the short survey. The public awareness campaign also included an informational video to educate the community about the purpose of the Sacramento Transportation Priorities Plan and about the survey. The video featured animated graphics, interviews with community members, and information on how the community can get involved. The video was posted on AIM Consulting's YouTube channel as well as City social media.

### City Express Blog Post

The City published a City Express blog post on June 11, 2021 with information about the plan and the virtual gatherings.

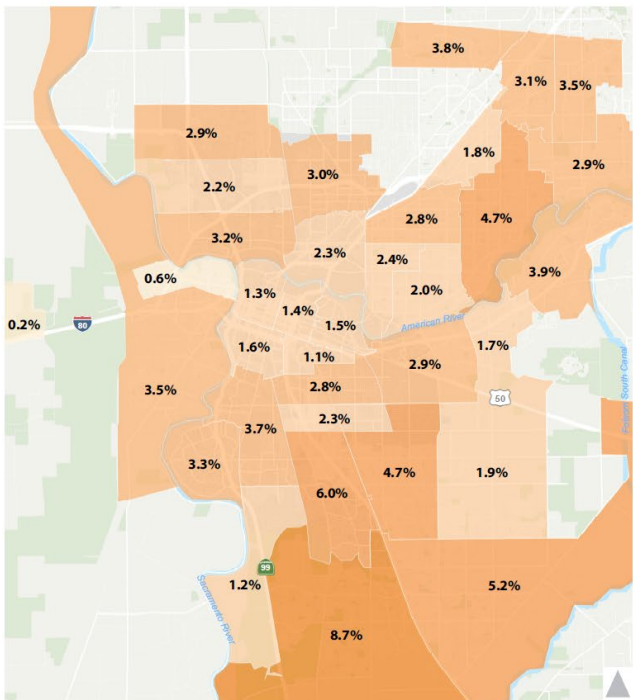
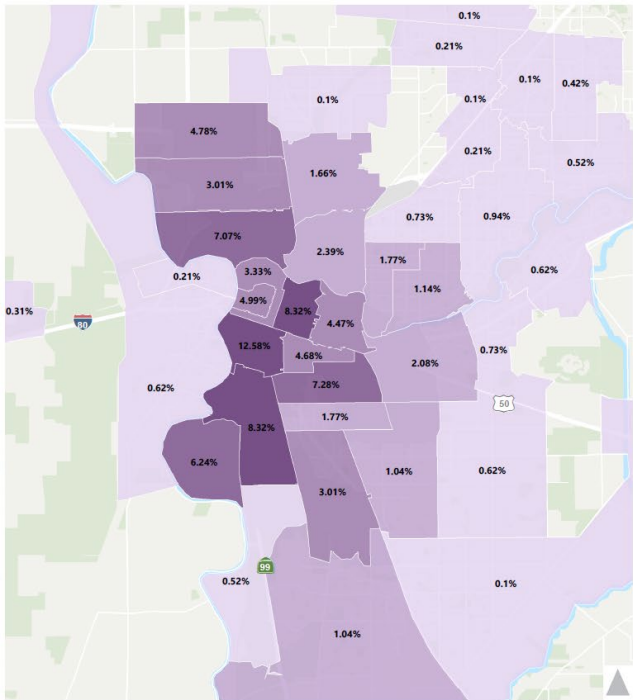
### Social Media

Additionally, the project team used social media (Facebook, Twitter and Instagram) and reached 26,953 community members.

## Survey Results

A total of 962 responses were received with 845 online responses and 117 paper responses.

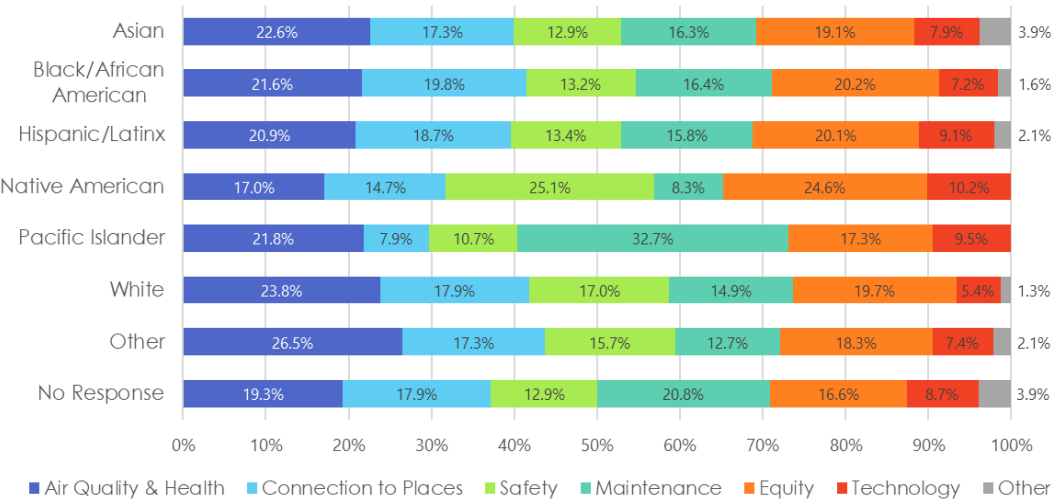
Staff reviewed survey responses by zip code with population by zip code. Areas where Sacramento's Black, Latino, and Asian residents live and locations with higher concentrations of poverty had lower response rates than more affluent and white neighborhoods.



Comparison of Survey Responses by Zip Code with Population by Zip Code

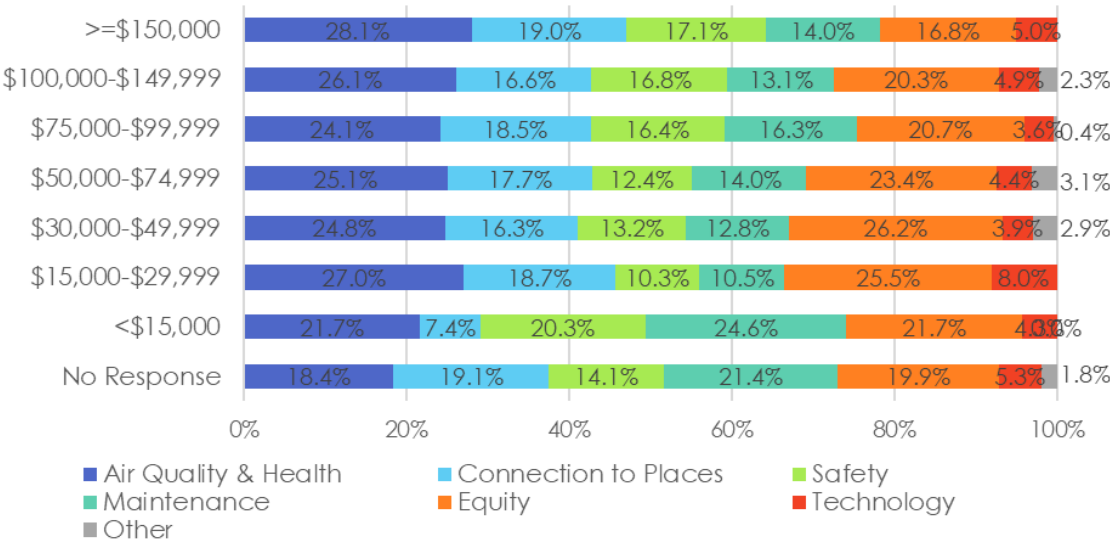


Given the disparity of what neighborhoods responded to the survey, staff reviewed responses and values by race. While there was some variation in responses, the differences are not significant.



Survey Responses by Race

An analysis of income and response was also conducted. While there was some variation in responses, the differences are not significant.



Survey Responses by Income

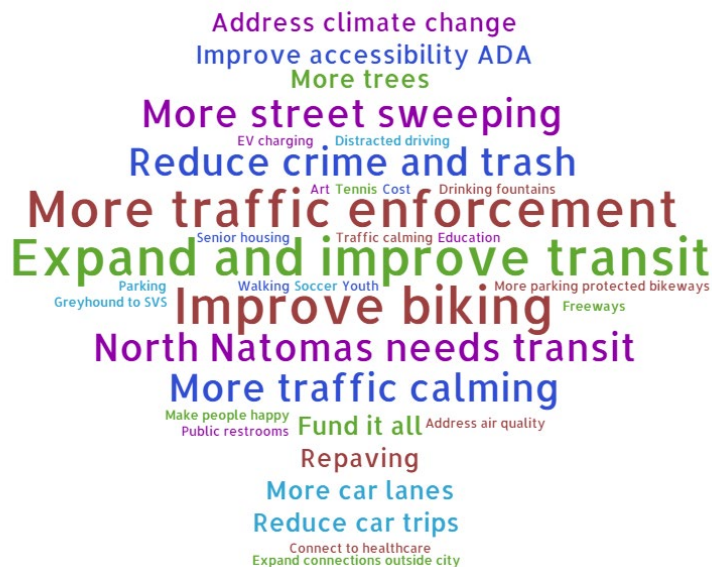




1. Air Quality and Health
2. Equity
3. Connections to Places
4. Maintenance
5. Safety
6. Technology

Pillar	Percentage
Air Quality & Health	23.6%
Connection to Places	18.1%
Safety	15.3%
Maintenance	16.6%
Equity	18.6%
Technology	5.8%
Other	2.0%

Those who took the survey could also write in their own values. There were 103 write in responses. The most common write in topics included increased traffic enforcement, expanded and improved transit, and improved biking.





## Next Steps

All the community input provided through the virtual meetings, road show, “On Our Streets”, and survey provided information to staff about community priorities for transportation investment in the City. Staff will develop recommend project scoring criteria based on the priorities the community shared and present the criteria to Council for approval. Staff expect to present the criteria to Council in Fall 2021.